

TAF STRONGLY FAVORS SHIP SUBSIDY BILL

From The Salt Lake Tribune, Sept. 30

SMASHING RECORDS
AT COST OF LIFE

Bates Sticks to Overturned Car and Is Fatally Injured—Machine Was Going Sixty Miles Per Hour.

All World's Records Are Broken For Distances in Several Cases

RIVERHEAD, L. I., Sept. 29.—The smashing of every existing American record for automobile racing on the open road and a spill which cost the life of Mechanician James Bates and serious injury to another, marked the running today of the Long Island automobile derby. The event was a stock car sweepstakes and was run over 22 miles of hitherto untried road at the eastern extremity of Long Island between Riverhead and Mattituck.

The casualties were caused by the skidding of the Apperson car driven by Lytle as it neared an easy bend in the road two miles west of Mattituck. Lytle and Mechanician Bates had completed less than two-thirds of the first lap when the 60-horsepower engine, tearing down a slight declivity at 65 miles an hour, suddenly lurched to one side into deep sand and overturned.

Bates Dies.

Lytle shot clear of the car and landed twenty feet away on his back. Bates, however, clung to the machine and was crushed under it as it turned over. Both men were unconscious when picked up. Bates never regained consciousness and died an hour later.

but there is hope of Lytle's recovery.

Buick Makes Good World's Record.

The racing was the fastest ever witnessed in open road contests in this country. In the class for cars selling at \$1251 to \$2500, five laps, 114.75 miles, Lewis Chevrolet in a Buick won in 1:37:36.310, breaking all road records. His speed averaged slightly in excess of 70 miles an hour.

Finishing second in Chevrolet in this class, Robert Burman, also driving a Buick, covered the distance in 1:42:21.2, or at a rate of 64 miles an hour.

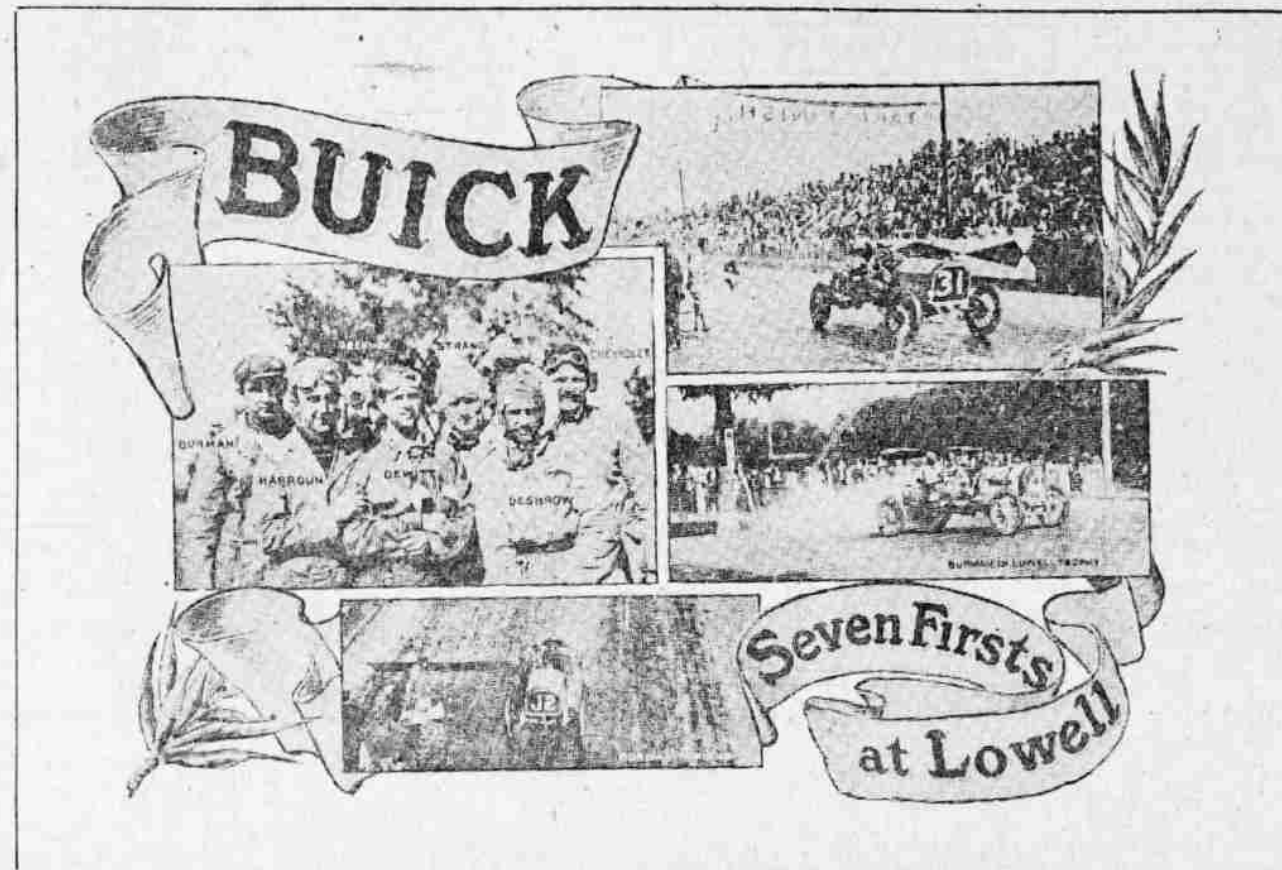
In the class for cars selling from \$2000 to \$3000, the only entry, a Sharp

Arrow, driven by W. H. Sharp, averaged 63 miles an hour, covering 1361 miles in 2:9.2.

Some Fast Time.

Almost as fast time was made by the winner in the class for cars selling for \$1000 and over, Ralph De Palma, driving a Fiat, who finished the 22.5 miles in 3:38.35, which is an average of 62.35 miles an hour.

The winner in the class for cars selling from \$3000 to \$4000, Frank Lescault, driving a Palmer-Singer, also averaged better than a mile a minute, finishing the 182 miles in 2:59.1 or at a rate of 61 miles an hour.



From William H. Pickens, 1452 Michigan Avenue, Chicago

To Our Branches and Agents:

Another German Car, The Mercedes, Takes Count in Battle With Chevrolet.

Using for a battle flag, the pennant won by successive victories in the important events of the year, the Buick team stormed Fort Lowell (Mass.) during the three-day speed carnival, September 6-8, which seems to have supplanted the Vanderbilt Cup race as the Autumn classic of the American Automobile Association.

The Buick won no less than SEVEN firsts out of the ten events contested during the carnival, leaving only three firsts to be divided among twenty manufacturers and thirty drivers of national reputation, who made game but unsuccessful stands against the speed and power Buicks. Many went to bed hungry while the Buick boys feasted at their banquet of first honors.

Here's How It Was Done.

The speed carnival opened Labor Day with a triple event programme for three classes of cars, piston displacement determining the class into which cars were eligible. As has been the case all season, the MODEL 10 BUICK, with a displacement of 101 cubic inches, was classed with cars up to 230 cubic inches, some of them selling at \$500 more than the Model 10 Buick. In order to take advantage of the maximum piston displacement, one manufacturer entered three cars differing from his regular model and known as "Q SPECIALS."

The Model 10 Buicks were the same that have been manufactured by thousands, while the "Q SPECIAL" fellow is said to have built just twenty-five models in order to squeeze into such races. As a further handicap, the Model 10 Buick had to carry over three hundred extra pounds as ballast to make the same weight as the larger cars.

On the first lap of the small car race, De Witt, in a model 10, was following closely Grennon in a model 19, when Grennon swerved to prevent running into a spectator, who was crossing the road, crashing into a tree and losing a front wheel. De Witt put his car out of commission rather than go into the crowd of spectators on the other side of the road. Louis Desbrow in the third model 10, having taken the place of a disabled driver at the last minute, Desbrow took the first half slowly, and although driving with great speed and consistency the last half, could not make up the great handicap. Thus the \$1,500 Chalmers, with its 30-horse power won over the 18-horse power, \$1,000 Buick.

We cannot give the "Q SPECIAL" fellow a prospective buyer, who refers to it, but he knows about the "Special" being tacked on to the "Q," for the other fellow's salesman might have forgotten to mention the "Special" part of the combination. Many do.

Here's the Joke We Played on the \$1500 Fellow's Big Brother.

In the 212 miles Vesper Club Trophy race, Bobby Burman had his Buick "all harnessed up," and although the piston displacement of the \$1,750 Buick is only 318 inches, while the other starters were under the 400 inch mark than \$1,500 Buick, he covered the distance in 2:29 minutes, breaking the course record and making an average of 55 1/2 miles per hour, ONE MILE PER HOUR FASTER THAN MADE BY THE WINNER OF THE 600-INCH RACE the following day.

Of course Burman drove the fastest lap of the entire meet (in any class) and at the finish a German car, the Benz, famed for its sensational work in the great road races of the past few years, was second, nearly fourteen minutes back of the Buick. For third place a 40-horse power, \$2,750 Chalmers, finished three minutes after the Benz (nearly SEVENTEEN MINUTES behind the Buick), while the other Chalmers of the same size, owing to a smashed engine did not finish.

Two Knoxes and a Sharp Arrow—touted strongly from its work in the Parkway sweepstakes last Autumn—were still further back; the polls closing before the votes in favor of the others were counted.

Racing develops the greatest endurance strain to which an automobile can be subjected. The faster the speed the greater the strain, therefore, this \$1750 Buick is the most durable car manufactured in the world regardless of price.

INVESTIGATE

RANDALL-DODD AUTO CO. Ltd.

223 South State Street

Exclusive Distributors for Utah, Idaho, Nevada and Wyoming

By winning SEVEN events at Lowell, the grand total of firsts won by the Buick team this season, now reaches 148.

"The world's greatest car driven by the world's greatest drivers."

WILLIAM PICKENS.

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